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south to west. The author recognizes, however, that while geographical considerations are of primary importance, political conditions have largely contributed to give to such cities their predominant place in the political and social life of the country. The fact that Berlin was made the capital of Prussia and in 1870 that of the German Empire, has given it a commercial importance which it would never have acquired under ordinary conditions. The same is true of Paris and of Vienna.

In discussing the growth of the metropolitan cities the author discusses tendencies in the movements of population within the limits of the municipality. In all the great cities of Europe we find the population of the central districts rapidly decreasing, while the peripheral areas give evidence of phenomenal growth. The recent development of adequate means of urban transportation accounts largely for the strength of this movement.

The work of Mr. Meuriot will be warmly welcomed by every student of social science, because of the detailed information it furnishes upon many subjects which up to the present time have been discussed only in a very general and unsatisfactory way.

L. S. ROWE.

Railway Economics. By H. T. NEWCOMB, LL. M. Pp. 152. Price, \$1.00. Philadelphia: Railway World Publishing Company, 1898.

The present volume is the outcome of a series of short articles recently published in the *Railway World*, presenting the principal facts of railway transportation in the United States in their relation to the general industrial conditions of the country. The book is a popular treatise likely to have a large circulation. While we can not apply the stricter canons of criticism to such a work, we should attempt to show its agreement with or its deviation from the accepted thought upon the subject.

Mr. Newcomb's positions in the Department of Agriculture and on the staff of the Columbian University, as well as his former connection with the Interstate Commerce Commission, have well equipped him for his task. The present book is not without defects, due to its rapid conception and execution; but its many virtues give promise of far better work from the author in the future.

In twenty-nine short chapters he discusses the development and present condition of American railways, and the general problems of competition, consolidation, pooling, discrimination, rate-making and taxation of railways. Mr. Newcomb rejects the popular hypothesis that railway competition has reduced rates, and maintains that this

force has merely succeeded in increasing railway capital and diminishing railway earnings. The decline in railway rates he attributes to the competition of shippers and of districts rather than of carriers. The reduction has been made possible by the reduced cost of operation, due to an increase in the intensity of traffic and to improved apparatus and methods.

The keynote to Mr. Newcomb's thought is the wastefulness and uselessness of competition and the necessity of concerted action upon the part of the railways. He shows how the railways ruin themselves and the public by their reckless, internecine struggles, and quotes Commissioner Knapp's laconic statement of the situation: "The power to compete is the power to discriminate." As competition is wasteful and ineffective, and as most forms of the resulting discrimination are inequitable and unjustifiable, the railways must be allowed, if not compelled to co-operate. Railway associations under our present laws have been of minor value. Consolidation, which is not inherently bad, may result in serious detriment when the railways are forced into it. Pooling, therefore, which was successful before 1887, and the prohibition of which was forced into the present Interstate Commerce Law by a clamorous and obstructive but numerically insignificant minority, remains the only remedy for the evils of the situation. The author recommends that pooling agreements subject to the regulation and control of the Interstate Commerce Commission be permitted. The book further suggests the necessity of some remedy for the excessive and unequal taxation of railways and for indiscriminate and ill-advised construction of new lines, and it also contains an attempt to establish a general theory of reasonable rates.

We may now turn from an exposition of the contents to a criticism of the defects of this book. The many excellent features of the work render its faults the more glaring, and the signal ability of the author is to be considered rather as an aggravating than as an extenuating circumstance. Mr. Newcomb has not done his best in this work. The style is prolix and involved. It interferes with clear thinking. The author frequently appears to have solved a problem that he has no more than touched. His analysis of reasonable rates amounts to this: That for any individual service no less shall be charged than what that single service actually costs the railway, and, that under one condition, the rates shall be so fixed as to provide the largest practicable contribution toward reasonable remuneration of other expenses (p. 88). This is the theory of "what the traffic will bear" in its purest and most unadulterated form. The condition above referred to is, that if remunerative

traffic prevents the movement of a larger quantity of unremunerative traffic, the business that does not pay should be preferred to the business that does pay. At its best, the theory does not tell us what the relation of coal rates should be to wheat rates, or what "reasonable remuneration" of joint expenses should include. Mr. Newcomb has in our opinion resorted somewhat too freely to indefinite statements. He holds that the railway companies should receive a "reasonable remuneration for the sacrifices involved" (p. 79), or "the same remuneration as a similar amount of energy expended in other lines of production" (p. 69), without, however, explaining to what extent the allegedly watered stock has a right to remuneration. Mr. Newcomb's position that there may be too much and consequently socially undesirable transportation is well taken, but more might have been made of this discussion by not limiting it so exclusively to the long and short haul controversy. The latter problem, moreover, might advantageously be dealt with more from the point of view of distribution and less from that of production.

There are other points upon which many would be forced to disagree with Mr. Newcomb. On page 42 he states that the business depression of 1893 and 1894 did "not result in any material reduction in the rates of wages paid to railway employes" (compare, however, with page 77). While the average rate of wages did not decrease materially, ninety-four thousand men, or almost 11 per cent, were thrown out of employment in a single year, and the weeding out of the comparatively inefficient probably had the further effect of raising the general average. It is equally difficult to agree with Mr. Newcomb that a railway tax, or at least the greater part of it, can be shifted from the carrier to its patrons (pp. 145-47).

Other questions raised by this book might be treated if there were no limits to the reviewer's space. In recapitulation we may say that the work has great merits and glaring defects, and that, while it exhibits knowledge and originality, the haste and lack of thoroughness in its preparation mar its usefulness. The demand for books upon this subject will, we hope, result in the bringing out of a second and improved edition of Mr. Newcomb's work.

WALTER E. WEYL.

Philadelphia.

The Monroe Doctrine. By W. F. REDDAWAY, B. A., Fellow of King's College, Cambridge. Pp. vii, 162. Cambridge University Press, 1898.

Mr. Reddaway touches American susceptibility rather rudely in his introduction by claiming a place for the history of the Monroe